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## THE CHINA ASSOCIATION.

ANNUAL MEETING IN LONDON.  
ADDRESS BY THE NEW PRESIDENT.

(FROM OUR OWN CORRESPONDENT.)

London, April 15th.

The annual meeting of the China Association was held yesterday at the P. and O. office in Leadenhall Street, Mr. J. H. Scott, in the chair. The proceedings were brief, all the work of the committee for the year being apparently satisfactory. The room was well filled for the occasion.

In addition to the Chairman, there were present Sir Charles Dudgeon, Sir Walter Hillier, Messrs. Byron Brennan, C.M.G., R. Chatterton Wilcox, C.V. Cressy, C.M.G., H. D. Stewart, William Harwood, G. B. Dodwell, Herbert Dent, Robert H. Hill, D. Warren Smith, Thomas Brown, George Swire, H. W. Robertson, Joseph Welch, A. Zimmermann, S. Gundry, C.M., J. R. Michael, E. T. Bond, John H. Perry, Horace G. Haggard, A. H. Tomkins, T. H. Whitehead, G. Stewart, T. P. Cochrane, K. R. Campbell, C. Grenville Alabaster (Secretary) and H. C. Wilcox.

The Chairman said his remarks could be kept within a short space for those members who had read the printed report would be felt satisfied, recognise that during the past year the Committee had done a great deal of work and done it extremely well. That report, for which they were again largely indebted to the unfailing energy of their retiring President, Mr. Gundry, was well worthy of careful study by all interested in the welfare of the Association.

Though lengthy comment was unnecessary he would like to touch upon one or two subjects mentioned in the report, commencing with the School of Chinese. Most members would remember the idea was taken up some years ago that it was desirable to secure the study of Chinese, so that young men would be better equipped for their work on going out to the East. The idea took root and negotiations were entered into to carry it into the working of a practical scheme. The Association guaranteed the sum of £500 per annum; that amount having been generously subscribed by several of the firms connected with the Association. Under the direction of Mr. George Brown the school was successfully established until at a later date accommodation was provided at King's College; and now their friend and member, Sir Walter Hillier, was the Director, and had succeeded to the Chair of Chinese vacated by Sir Robert Douglas. The desire now was to endow the Chair at the University. Mr. Gundry had taken a great deal of trouble in working out the scheme and it was hoped that they had several good friends of Chinese and of British standing in China who would guarantee the Association to guarantee an annual income of £200 a year, with which to satisfactorily endow the Chair. Though they did not ask for subscriptions they would be very glad to have them and at any rate all of the members of the Association would support them by their good will in the scheme, for making this provision a permanent, something that nothing could touch, which would produce an enduring monument of the usefulness of the Association. (Applause.)

They all knew that during the past twelve months the Committee had as usual exercised a good deal of patience in regard to matters touching the Imperial Maritime Customs. In this relation it was fitting to say a word or two concerning the retirement of the Inspector General. Without trespassing on anyone's corner he might say that when a permanent successor to Sir Robert Hart—whose retirement they all regretted—was appointed they hoped he would be one who would maintain the prestige of the service, and not be too easy under the pressure to be brought to bear by the natives controlling the Customs. (Applause.)

They must all feel satisfied by the progress of the railway schemes in the north of China. The schemes had been hung up for several years but now they were in a fair way to completion. Works were going on, agreements were signed and the construction was being pushed on in a more satisfactory way than ever before to the great advantage of China. It was of incalculable importance to China to have a great railway system and the more railways there were the better for the members of the China Association. If the money was found in Great Britain so much the better, but if not, let them find it anyway, for the more railways they had the more would the export trade be (Applause.)

In regard to Manchuria the situation just now was a somewhat trying one. They all knew that some time ago there was a considerable difficulty in connection with Newchwang as against Dalny—Dalny being put on a better footing in regard to railway rates. That has been adjusted but whatever the Japanese said he did not think equality of opportunity could be truly said to exist now in Manchuria for British traders. Whatever the Japanese said it remained certain that their own nationals did not get preference and opportunities not accorded to the British. When that would come right it was hard to say but it was necessary for British traders to keep their end up, to be constantly watchful and pressing and if that were done he did not believe they would be crowded out of that part of the world. Possibly the Japanese thought they were going to capture all the commerce, but he thought differently. It was necessary for British traders to follow the trade; they must be wide awake and enterprising. They must not look for it to come while they sat still in their seats; they must follow it to the uttermost corners of the world, finding out what was wanted and supplying the want. If that were done he believed they could supply just as good traders from Great Britain as any Japanese ever born (Applause). Railway extension was fully dealt with in the report and in this matter the report was most valuable and merited close study. He thought on perusal of it they would

agree with him that the Japanese were straining a point in regard to the extension of the railway west of the Liao river. The non conclusion of the line would be a great drawback to the Chinese railway service, and it was regrettable that the Chinese were so wanting in foresight as to make that secret agreement in 1905 binding them to the demands of the Japanese in this matter. Still, if pressure continued to be applied, something might be developed towards solving the problem.

The report of the Huangpu Conservancy Board was dealt with in the report extensively. The prosperity of Shanghai was bound up with this question and it therefore deserved most careful attention. The river must be kept open or Shanghai's commerce would go under. He was ready to welcome anything that would improve the navigation and provide a good waterway and, notwithstanding the attempts made by some of their German friends to throw discredit on the scheme of M. de Rijke, he thought the general opinion in Shanghai was that it should be carried out in its entirety and would prove a good plan.

There was, however, a certain amount of uncertainty as to the assessments to be imposed on the land filled up. It seemed a simple proposition to put down a sufficiently strong bunding to form an efficient retaining wall for the stream, but the work was costly and to fill up the land would run into a lot of money. It would be intolerable if after that was done the owner had to bear the imposition of heavy charges for the land. Some owners had thousands of feet of frontage and, unless the arrangement was made a fair one, their outlay would be immense. In his view the only fair way of dealing with the reclaimed land was to treat it in the old way, on the "shen k'ui" basis.

Some of them considered the opinion a question one of the utmost importance and therefore he would draw their attention to the fact that it was mainly through the efforts of the Association that the attempt to form a monopoly for Nanking had been abandoned.

If he spoke strongly on the matter of trade marks regulations he did not think anyone would object. Probably it would appeal to them in the same way as to him—that it was a perfectly monstrous thing that a nation such as Japan claimed to be—equal to any of the Western Powers and up-to-date, if not ahead of it—should countenance and encourage rank robbery by allowing her people to pirate the trade marks of British firms many of which had existed longer than the Japanese had been under their modern conditions (Applause). It was monstrous that the Japanese had not put down this iniquity (Applause); and their pretension that, because a man had pirated a trade mark for three years he had an indefensible right to use it was a thing beyond belief. It was difficult to define the exact position at this moment for it was a matter more or less sub judice.

They would regret to see that neither judicial reform nor currency reform had made much progress during the year. They would however be cheered by the proof that the Association had added to its strength during the year by the formation of an active branch at Tientsin. That branch had already shown its utility by keeping the British Post Office open at that port. There was a small loss on the Tientsin Post Office and the Hongkong Government proposed to close it but the Tientsin community came forward and guaranteed to make good the deficit for the coming year and the Government agreed thereupon to maintain the Post Office for another year. Meanwhile the Association was doing its best to impress upon the Government that this was not a mere matter of dollars but a matter of Imperial prestige. Surely this great nation should not take an inferior position to that of their friends from countries across the water. All those countries had their post offices and, if the British Post Office were suppressed, it would tend to damage British prestige and prestige must be maintained in China both in this and every similar case. (Applause.)

Another subject for congratulation was in relation to the British Association of Japan which was formed largely owing to the moribund condition of the Yokohama branch of the China Association and the dissolution of the Kobe branch. Accordingly the new British Association of Japan had fallen into line with the China Association in London and was to be henceforward a branch under a different title. It was considered that the Japanese objection to the name "China Association" would work to the detriment of the Association so under this other name they were welcomed into close relations with the China Association in London. The members of the British Association were regarded as members of the China Association and there was now an active and united body there ready to do all that was necessary to maintain the credit of British interests (Applause). Their membership in Japan was now, he understood, approaching 250.

Touching the West River piracy the speaker remarked that the intervention of the British gunboats had done much to stamp out the piracy, but they heard from Hongkong that it was getting its head up again. He believed that, unless care was constantly exercised by a service run by Europeans, peace measures on the West River would be of little use and trading there would be gravely hampered.

Passing to the accounts which showed a debit balance of nearly £25 brought down this year as against £49 last year, the speaker said notwithstanding that they spent last year £150 on social expenses had fallen off. He felt this considerably for he believed the Association had done much for the trade in which the firms were interested whose subscriptions had dropped and he considered the Association merited greater support. But even if they came to a time when they had to draw on their investments he believed there was sufficient interest in China and the trade of China and sufficient patriotism

among the members of the Association to render it unnecessary to be perturbed for what money was required for the proper carrying on of the work would be forthcoming without difficulty (Applause). He moved the adoption of the report and the balance sheet.

Mr. BYRON BRENNAN seconded, expressing the belief that the report was not the most bulky they had had presented to them, it was the most valuable.

Mr. THOMAS BROWN suggested that the inclusion of the yearbook report of the annual meeting of each year would make the report more valuable.

The CHAIRMAN pointed out that the emsion in this year was an oversight and the suggestion of Mr. Brown would be borne in mind for acceptance next year.

The report was thereupon adopted.

The CHAIRMAN proposed the election of a general committee consisting of Mr. Hon. Sir Cecil C. Smith, P.C., G.C.M.G., Sir E. A. Smeaton, Bt., M.P., Sir Thomas Jackson, Bt., Sir T. Sutherland, G.C.M.G., Sir Alfred Dent, K.C.M.G., Sir Ewen Cameron, K.C.M.G., Sir Walter Hillier, K.C.M.G., C.B., Sir Charles Dudgeon, Messrs. John C. Bois, Byron Brennan, C.M.G., A. R. Burkill, F. Corner, Herbert Dent, G. B. Dodwell, R. S. Gundry, C.B., Wm. Harwood, R. H. Hill, G. Jamieson, C.M.G., H. H. Joseph, W. Keswick, M.P., D. C. Rutherford, J. H. Scott, Gershom Stewart, H. D. Stewart, W. M. Strachan, W. C. Ward, Joseph Welch, T. H. Whitehead, R. C. Wilcox and A. Zimmermann.

This was seconded by Mr. BYRON BRENNAN and carried unanimously.

Mr. GUNDY said he was sure he would have their cordial sympathy in proposing the election of Mr. J. H. Scott as President and Sir Charles Dudgeon as Chairman of Committee for the ensuing year. Mr. Scott had been a popular member of the Committee in Shanghai and Hongkong, and was too well known to them here to need any word of commendation. He would still, in the position of President, be able to give the Association the benefit of the cool judgment which he had shown as a member, and latterly as Chairman of the General Committee and as Mr. Gundry was fortunate in being able to nominate for the Chairmanship one whose previous career was a guarantee of capacity and efficiency in what was really the chief executive post of the Association.

Sir Charles Dudgeon had, happily, leisure to devote to the detail working of the office, an attention and supervision that were very necessary but which the busy head of a great firm could not possibly afford. (Applause.) He had pleasure in proposing that Mr. J. H. Scott be elected President, Sir Charles Dudgeon Chairman and Mr. Geo. Jamieson, Vice-Chairman of the Committee, and Mr. R. C. Wilcox, Hon. Treasurer for the ensuing year (Applause).

Mr. JOSEPH WELCH seconded, and the resolution was adopted unanimously.

The CHAIRMAN, in returning thanks, said the honour conferred upon him was not of his seeking, but he would do his utmost in the interests of the Association. In Sir Charles Dudgeon they had found one who had not only the knowledge but a love for the work. There was a time when Sir Charles Dudgeon believed in "publicity and pressure" in regard to the working of the Association, but he felt convinced that before he had served his term of office Sir Charles would come round to the view that the methods adopted by the Association were such as were for the best advancement of the interests they had at heart, because if they did not work together with the Foreign and Colonial Offices and accept what they said the door would be shut in their faces.

Sir CHARLES DUDGEON also returned thanks and said he was not going to refer to those matters in which there might have been some measure of disagreement (laughter). He accepted his office with the greatest diffidence, for he did not think that the work of one of the local branches in China necessarily qualified him for the work in London. They had received the resignation of Mr. Gundry as President with great regret (applause) for he was a tower of strength to the Association because of his unique knowledge of China and the ungrudging work he had given for years to the organization of the Association. However they hoped his retirement was merely nominal (Applause).

A vote of thanks to the Chairman on the proposition of Mr. JOSEPH WELCH terminated the proceedings.

1907-1908.

ANNUAL REPORT.

The re-transfer of Manchuria has involved differences between China and Japan which have tended at times to become acute, but which have been compromised when the ultimate conditions attainable by diplomacy have been ascertained.

In other respects the year under review has been fairly free from friction so far as China's relations with foreign countries are concerned; though the local disturbances which are chronic in some portion or other of her vast territory have been occasionally serious. There have been trouble bordering on intervention in the South, and riots variously ascribed to anti-dynastic and anti-foreign motives—while parting, as usual, of the kindred in expression—have given trouble in Chinkiang. Happily there has been no trace in these manifestations of connection with the anti-Asiatic movement in South Africa, Canada, or the United States.

The promise of constitutional reform has received a measure of confirmation by the issue of a bill sanctioning the principle and creating, as a first step, an Imperial assembly for discussion of affairs of State. The appearance of a supplementary bill on the 24th December threatening to postpone the issue in the event of the continuance of the agitation in Chinkiang seems not to have attracted serious notice in a country where Edicts are subject to alternating influences of reform and reaction. Commissions have been appointed to proceed to Great Britain, Germany and Japan to study the various systems of Constitutional Government, which may be the expression of a conscious need for further information, or may be intended to gain time. That these Commissions are less important in their composition than those headed by Prince Tai T'ie and H. E.

Tsun Feng, which visited Europe and the United States in 1906, does not necessarily guarantee that their labours will be attended with negative results. The authorities are wise to inform themselves thoroughly before taking the leap in the dark implied in the introduction of representative institutions.

A tardy recognition of the principle that Western knowledge is a necessary prelude to either Constitutional or Administrative progress on Western lines has inspired the dispatch abroad, for purposes of technical training, of an increasing number of students. Considerations of economy, similarity of customs, and geographical proximity will always ensure to Japan the best share of such students; but many who can afford to go further afield. Some are to be found in most European countries and in America; and President Roosevelt expressed, in his recent message to Congress, a desire to attract more to the United States. The British authorities have not overlooked the importance of this question. Early in the past year His Majesty's Minister at Peking pointed out that in consequence of the lack of accurate knowledge on the part of the Chinese people as to the educational facilities that could be obtained in England uncertainty as to the cost of such education, and the absence of definite information as to the provision of suitable schools and homes for their sons on arrival, the students sent to this country are fewer than those sent to countries where detailed information on these points is ready to hand. A strong committee has since been formed, with the approval of H.M. Secretary of State and of the Chinese Legation and with the cordial co-operation, it is needless to say, of this Association, in order to remedy the defect.

Each year goes on the school of Chinese founded by the Association becomes more widely known, and applications for instruction come occasionally from the most unexpected quarters. One of the most recent students, for instance, is a Chinese. It is hoped that experience will convince men interested in the East that Chinese is not a supremely difficult language to talk or to read, if it is taught in a proper way, and will confirm the impression that the first six or twelve months' study can be spent as profitably here as in Peking.

The position desired for the school by its founders having now been attained by the accession of its Director, Sir Walter Hillier, to the chair at King's College lately vacated by Sir Robert Douglas, it is hoped that means will be found to give permanency to its resources by capitalising the subscriptions which have been so generously provided, hitherto, by certain members of the Association.

The Edict of the 9th May, 1906, constituting a new Board of Control over the Imperial Maritime Customs, has been followed by instructions to the Commissioner to reduce the duties of non-Chinese Customs Officials and proportionately to increase the positions open to Chinese.

It would be superfluous to recapitulate here the reasons for deprecating a change which might command sympathy if the possibility of affecting it without risk to efficiency could be admitted. The views of the Association as to the potential danger to the interests of trade and of the Chinese Revenue involved in derogation from the high standard at which the service has been maintained were explained in the last Annual Report, and it is not necessary to repeat them here, but for the usefulness occasioned by these instructions, by the appointment to the post of Comptroller of men so distinguished as Lu Hsi-an and Na Tung, and by current reports of impending changes in the Inspectorate-General itself. The supreme importance of the personality of its Chief to the welfare of a service upon which so much depends is too obvious to need affirmation, and the General Committee has had the full support of the Hongkong, Shanghai and Canton branches in bringing forward a considerable offer to the attention of H.M. Government.

The final contract for the Tientsin-Nanking line was signed on the 13th January, 1908, and that for the Soochow-Ningpo line, a month later.

The Chekiang line forms, really, a portion of the proposed line for the Shanghai-Nanking line; but the Imperial Government were led by misrepresentation, it is alleged on the part of Sheng, to issue a conflicting Edict authorising its construction by local (Chinese) effort. The dispute was made the occasion of much display of local feeling, into which however an anti-dynastic element is believed to have entered. It was eventually settled on terms which appear to be mutually satisfactory. The Tientsin-Patou line will be of first-class importance, inasmuch as it will end on the north bank of the Yangtze, opposite the terminus of the Shanghai-Nanking railway now in process of construction which has been opened as far as Chinkiang.

The contract provides for the completion of four sections, including the bridging of the Yellow River, within a period of six months. Slow but measurable progress has been made with the Kowloon-Canton railway from the British end—where engineering difficulties have to be encountered involving the reclamation of a large area from the sea, a tunnel 2,415 yards long through a range of granite hills, and much heavy banking and cutting. It is understood that so substantial work has been begun from the Canton end that the line will be open in the year with reference to alleged discrimination by the Japanese in the freight charges on the South Manchuria Railway. An examination of the allegations showed that the discrimination was rather between ports than peoples. It was said, and not without reason, that the freight charges on the railway had been so arranged that it was cheaper to send goods to Kwangchowtze via Dairen than via Newchwang which is about 150 miles nearer. The basis of that complaint has now been removed by the issue of new regulations which make the charge per ton for goods sent by either route to Kwangchowtze the same.

Discrimination has arisen between China and Japan in consequence of an expressed intention by the former to extend her Northern railway from Heimin-tun to Fukumen and eventually to Tsitsihar. The extension would be desirable and consistent with Art. IV. of the Treaty of Portsmouth. But Japan adduces an agreement (dated 1905) by which China bound herself not to construct a line parallel to or competing with the South Manchuria railway and contends that the proposed extension would violate that understanding.

The Huangpu Conservancy Board report that normal lines have been designed by the Superintending Engineer with the object of contracting the river into a single channel and thus enabling it to accomplish its own work of scour. The Board have also drawn up a series of conditions subject to which riparian owners will be permitted to extend the frontage of their property upwards to the normal line. Land so reclaimed will have to be paid for in accordance with Article VIII. of the Huangpu Conservancy Convention, 1905, published in the Association's Annual Report for the years 1905-1906. Certain German shipping firms, supported by the Deutsche Vereinigung, have criticised M. de Rijke's design, but have failed to enlist the support of the Shanghai Chamber of Commerce or of the British and American Associations, which have confined themselves to suggesting that M. de Rijke should be asked whether he remains convinced of the merits of his scheme. The general feeling evidently is that it would be a regrettable blunder to afford the Chinese Government a pretext for withdrawing from a work which, after years of patient negotiation and pressure, they have undertaken to perform at their own expense—a work which the mercantile community consider vital for the protection of the great shipping and commercial interests of the port.

It is too soon to form an opinion as to the ultimate effect of the Edict decreeing the abolition of opium smoking and production, and the Association has held consistently aloof from the controversy involved. But the necessity of upholding treaty obligations rendered action imperative when attempts were made to form Government monopolies for the sale of the drug. By Article V. of the British Treaty of Nanking the Government of China expressly agreed to abolish "at all ports where British merchants may reside" the practice of compelling British merchants "to deal exclusively with certain Chinese merchants called Hong Merchants (or Co-Hong, who had been licensed by the Chinese Government for this purpose)" and Article XIX. of the French Treaty of Tientsin lays down still more emphatically that no privileged commercial association shall henceforward be established in China, nor any "coalition organised as a monopoly." The Chinese Government has yielded to the protests which its edicts evoked; but that the attempt should have been made is not without significance.

The Chinese re-draft of the proposed Trade Marks regulations has been rejected as inacceptable. It seems strange that the Government should be unable to devise reasonable regulations, more especially as they seem to be actuated by a genuine desire, evidenced by the proclamation of the Shanghai Taotai, Jui Cheng, to check the piracy of foreign trade marks. It is a certain amount of infringement exists in doubtless. Indeed it is to be expected, but actual examples are not easily obtainable. It appears that the infringements are confined largely to classes of goods—such as soap, candles, matches, biscuits, cigarettes and whisky—the proprietors of which are not organised for mutual protection, and that the comparative freedom from the effects of piracy of the China piece goods trade is measurably due to the influence and disciplinary powers possessed by the local piece goods guilds. It is to be regretted that so many of the infringements appearing in the Chinese market should emanate from Japan. Legal decision in Japanese courts where infringements of foreign marks have been in question have not given satisfaction, and it is noticeable that the Japanese Government has endeavoured to secure in the proposed Trade Marks Convention with Great Britain the inclusion of a clause to the effect that all marks, whether imitated or not, that have been used by Japanese for three years should be allowed to stand. It is unlikely that the British Government will consent to any such clause. Meaningless it cannot be too strongly emphasised that every mark likely to be used in the future either in Japan or in China should be registered at once at the Japanese Patent Office, otherwise no action in a Japanese Court is likely to be successful. Moreover, where Japanese unregistered marks have been pirated and registered by Japanese in Japan steps should at once be taken with a view to prevent the registration becoming final.

The General Committee was asked by the Shanghai branch, early in February last year, to bring to the notice of the Foreign Office certain defects in the proposed new rules for the Mixed Court. In view of an intimation that no drastic changes could be considered, the Committee confined their recommendations to a few essential points which will be found stated in the annexed correspondence, and which appeared essential to safeguard the procedure established by custom or by local agreement. Unfortunately the proposed amendments seem to have been misunderstood by the Magistrate Kwan, to whom the rules were referred, so that no settlement of the question has yet been reached.

The ex-Taotai has been ordered to pay £1,000 compensation for the damage done during the Shanghai riots of 1905. The amount is inadequate; but it is a satisfactory admission of the Council's contention that the Taotai was largely responsible for the outbreak.

No indication is observable, yet, of the Judicial R-form which China was supposed to be about to introduce in 1908 and which were promised afresh in the Treaty of 1902. The latest rumour is that H. E. W. Ting-fang has been commissioned to draw up a scheme during his temporary of the Chinese Legation in the United States.

No practical steps having yet been taken towards establishing a uniform national currency, the Chambers of Commerce of Hongkong, Shanghai and Tientsin in a joint address to the Diplomatic Corps at Peking, urging that further representation should be made to the Imperial Government on the subject. A note presented to the Wai Wai Pu in the desired sense appears to have elicited from Prince Ching a reply that the question is under the consideration of a Commission, and from Sir John Jordan the comment that "no material advance has (so far as he can ascertain) been made towards attainment of the object in view."

The President of the Board of Revenue has since addressed another memorial to the Throne, advocating certain preparatory steps; but it fails to convey an impression of the prevailing anxiety to dispense with foreign help in a matter where the half-knowledge that usually characterises Chinese aspirations is peculiarly liable to cause failure.

The loss and inconvenience caused by the depreciation (noted last year) of the 10-cash pieces with which the country has been flooded has seriously affected commerce and has probably not been without influence in causing the wide spread unrest.

## PASTEURIZED AMSTEL BEER.

USED IN HOSPITALS IN PREFERENCE TO ANY OTHER BOTTLED BEER

HIGHLY WHOLESOME. SPECIALLY PASTEURIZED (INSTEAD OF BEING DOCTORED WITH PRESERVATIVES) FOR USE IN TROPICAL CLIMATES.

VERY LIGHT, PALATABLE, DIGESTIBLE, AND A GOOD TONIC.

PER DOZEN QUART BOTTLES	...	...	...	\$4.15
" DOZEN PINT BOTTLES	...	...	...	3.75
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SOLE AGENTS—

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12, QUEEN'S ROAD CENTRAL.

[85]

Hongkong, 11th May, 1908.

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## PERFECT CURE OF SEVERE ECZEMA

Disease Had Lasted Over Two Years  
—Several Remedies and Medical Advice Proved to No Advantage—  
Feared He Would Lose Position—  
Immediately Relieved and Permanently Cured by Use of

## ONE COMPLETE SET OF CUTICURA REMEDIES

"I had eczema for over two years, covering my body and neck. I had tried several remedies and also had private medical advice, all to no advantage. This was a source of great worry to me, being in a business where I have to handle food and my trouble, if known, might have meant the loss of my berth. When I was advised to try the Cuticura Remedies, I did so, and I am very thankful to say the eczema began to get better at once and before I had used one set, comprising Cuticura Soap, Cuticura Ointment, and Cuticura Pills, my skin was quite clear of eczema. It is now eighteen months since I tried the Cuticura Remedies, and I have had no return of the complaint. So I think that Cuticura has the right to the credit of curing me. W. Jennings, 109, Belle Isle Road, Northcote, Kent, Clapham Junction, Dec. 10, 1906."

## ITCHING RASH

Kept Little Girl Awake. She Scratched Until Blood Came. Cured by Cuticura Remedies.

"Some time ago my little girl suffered from an itching rash on her back and legs. It was bad both night and day, but worse at night. She would warm in bed, she could not rest for she used to scratch until blood came. She was about two years old when I tried Cuticura Soap and Cuticura Ointment. One cake of Cuticura Soap and half a box of Cuticura Ointment made her all right. She is four years old now, Robinson Cottage, High Street, near Worthington, Cumberland, Dec. 10, '06."

Complete External and Internal Treatment for Every Humour of the Skin. The Cuticura Remedies are the only ones that will cure the most obstinate cases of Itching Rash, Eczema, Scabies, and all other skin diseases. A Single Set of Cuticura Remedies will cure you. London, E.C.4, Clapham Junction, Dec. 10, 1906.

Such great inconvenience has been caused in Hongkong by the inferior small coin from Canton, that the Colonial Government has found it necessary to appoint a Commission to consider remedial measures. Opinions vary between immediate legislation and negotiation with the Provincial Authorities; but the extent of the evil is cogently affirmed.

A decree was issued in October, ordering the Board of Revenue and Commerce to introduce a uniform system of weights and measures throughout the Empire, the standards to be fixed within six months; but experience hardly leads us to expect such a Committee failed to perceive in the bill anything beyond a purpose of increasing the great variety of weights and measures prevailing in different provinces and districts to a common denomination or standard which would have forced the Empire. Nothing, at any rate, seemed less likely than an intention to alter the decimal system by which China is permeated perhaps more completely than any other nation. They, therefore, declined to join in representations made to the Chinese Legation, by the British Weights and Measures and Decimal Associations respectively, with a view to inducing China to adopt a decimal system, or, conversely, a decimal system of weights and measures.

It is iteration to remark that Art. IX. of the Mackay treaty remains unfulfilled. A fresh set of Mining Regulations put forward by the Imperial Government has been rejected by the Diplomatic Corps as more impracticable than the last.

Allusion was made last year to the contemplated dissolution of the Yokohama and Kobe branches of the China Association with a view to reconstruction under the title of British Association of Japan, and the view was expressed that co-operation would be practicable only on a footing of virtual unity—the British Association of Japan regarding itself and being regarded as a branch of the China Association under another name. The Committee learn with gratification that this opinion has prevailed; and as the new Association numbers already more than 200 members the re-arrangement of the Association in China is marked by the formation of a new branch at Tientsin, which has already more than justified its existence by the vigorous action it has taken to secure the retention of the British Post Office at that Port.

It seems a little anomalous that the Government of Hongkong should be saddled with the financial as well as the administrative responsibility of maintaining British postal agencies at the Treaty Ports of China. The arrangement has been strained, lately, by the refusal of the Colonial Government to again bear the loss (approximately \$7,500) incurred last year by the British Post Office at Tientsin. There is justice, obviously, in the Colony's contention; but for reasons of prestige as well as of convenience, it is eminently undesirable that the Tientsin agency should be closed. Representations have, accordingly,

(Continued on page 5.)



Manager.  
Hongkong, 4th December, 1907. 24







## SHIPPING.

**ARRIVALS.**  
CHIPPING, British str., 13th May—Canton.  
DEHUI, British str., 4783, J. D. Andrews, R.N.R., 13th May—Bombay 28th April.  
MAILS and General—P. & O. S.N. Co.  
HATTAN, British str., 1183, J. S. Roach, 13th May—Fochow, via Amoy and Swatow 10th May General—Douglas, Lapraik & Co.  
HONGKONG, French str., 749, A. Cornelissen, 12th May—Haiphong and Hothow 11th May General—A. R. Maier.  
JOSHUA MARY, Japanese str., 702, H. S. Smith, 13th May—Tamsui via Amoy and Swatow.  
KITO MARY, Japanese str., 1448, S. Hirai, 13th May—Yokohama 8th May, Genl—Mitsui Bussan Kaisha.  
KWANGTAI, Chinese str., 1536, Wm. H. Lunt, 13th May—Shanghai 8th May, General—Chinese.  
NERITE, Dutch str., 1436, Wester, 13th May—From Bangkok, Arrived, Kurlberg & Co.  
ORIEL, British str., 2206, Maddrell, 13th May—Singapore 4th May, Genl—Hughes & Fough.  
PRIMA, British str., 2400, R. A. Thelston, 13th May—Liverpool 4th April, and Singapore 7th May, Genl—Butterfield & Swire.  
SATSUMA, British str., 2680, Armstrong, 13th May—Shanghai 10th May, General—Doddwell & Co.  
YENOSHI MARU, Japanese str., 2992, B. Kon, 13th May—Singapore 6th May, General—Nippon Yusen Kaisha.

**CLEARANCES**  
AT THE HARBOR MASTER'S OFFICE.  
13th May.  
CHIPPING, British str., for Swatow.  
CHANGHAI, British str., for Shanghai.  
DEHUI, British str., for Amoy.  
KITO MARY, Japanese str., for Amoy.  
KWANGTAI, Chinese str., for Canton.  
ORIEL, British str., for Yokohama.  
PRIMA, British str., for Shanghai.  
WAKAYAMA MARU, Japanese str., for Singapore.

**DEPARTURES.**  
13th May.  
C. DIERDRIKSEN, German str., for Hothow.  
EIGEN, Norwegian str., for Bangkok.  
FUCHUIC MARY, Japanese str., for Swatow.  
GERMANIA, German str., for Amoy.  
KAMAKURA MARU, Jap. str., for Singapore.  
KWEIYANG, British str., for Newchwang.  
SCANDIA, German str., for Shanghai.  
TAMATA MARU, Japanese str., for Yokohama.

**SHIPPING REPORTS.**  
The British str. Hattian reports: From Fochow to Amoy, moderate N. to N.E. wind and clear weather. Amoy to Swatow, similar conditions of wind and weather. Swatow to Hongkong, fresh following breeze and clear weather.

**VESSLS IN DOCK.**  
May 13th.  
ABERDEEN DOCKS.—  
BOWDOEN DOCKS.—  
COSMOPOLITAN DOCKS.—  
GLENFARG.

**VESSLS ON THE BERTH**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
"HATTAN."  
Capt. J. S. Roach, will be despatched for the above Ports TO-MORROW, the 15th inst., at 11 A.M.  
For Freight or Passage apply to  
DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, 12th May, 1908. 831

**REGULAR STEAMSHIP SERVICE**  
WITH LIBERTY TO CALL AT MALACCA (COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
S.S. "SATSUMA" ... 14th May.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 30th April, 1908. 822

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM TO  
SHANGHAI, YOKOHAMA AND KOBE.  
THE Company's Steamship  
"TRIESTE."  
Capt. N. Chersich, will leave for the above places on MONDAY the 18th inst., P.M.  
This steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.  
Princo's Buildings.  
Hongkong, 11th May, 1908. 3

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
Calling at Timor, Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.

**THE Steamship**  
"EASTERN."  
Captain McArthur, will be despatched as above on THURSDAY, 25th inst., at Noon.  
This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 5th May, 1908. 103

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1." nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	DENNIGHSHIRE	Brit. str.	1	W. Hayward, R.N.R.	SHEWAN TOMES & Co.	About 19th inst.
LONDON & ANTWERP via SINGAPORE &c.	OHAMA	Brit. str.	1	C. D. Denay, R.N.R.	P. & O. S.N. Co.	On 16th inst. at Noon.
ANTWERP & HAMBURG via STRAITS, &c.	JAPAN	Brit. str.	1	Meror	HAMBURG-AMERICA LINE	About 20th inst.
HAYRE & HAMBURG via STRAITS, &c.	LYDIA	Ger. str.	1	Eckhorn	HAMBURG-AMERICA LINE	On 16th inst.
HAYRE & HAMBURG via STRAITS, &c.	SENDAIA	Ger. str.	1	Malchow	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DORTMUND	Ger. str.	1	Sellier	HAMBURG-AMERICA LINE	On 15th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	HITACHI MARU	Jap. str.	1	P. E. Cope	NIPPON YUSEN KAISHA	On 26th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BIRGAVIA	Ger. str.	1	Girstenbrun	HAMBURG-AMERICA LINE	On 27th inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ANTHONIA	Ger. str.	1	Brehmer	HAMBURG-AMERICA LINE	On 28th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CANTON	Swed. str.	1	N. Olno	NIPPON YUSEN KAISHA	On 1st June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KANAGAWA MARU	Jap. str.	1	E. Malchow	MELCHERS & Co.	On 10th June, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	P. E. FRIEDRICH	Ger. str.	1	A. Poiris	MELCHERS & Co.	On 20th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YONORE	Rus. str.	1	...	...	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	LOUTHER CASTLE	Am. str.	1	...	...	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SATSUMA	Brit. str.	1	...	...	To-day.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	GLENFARG	Brit. str.	1	...	...	On 20th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	EMPEROR OF CHINA	Brit. str.	1	...	...	On 4th June, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUMERIC	Am. str.	1	...	...	On 16th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	AKI MARU	Jap. str.	1	...	...	On 26th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ITO MARU	Jap. str.	1	...	...	On 9th June, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CLAN MACMILLAN	Brit. str.	1	...	...	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	MARIE	Ger. str.	1	...	...	On 11th June, at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUMANO MARU	Jap. str.	1	...	...	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PRINCE SIGISMUND	Ger. str.	1	...	...	On 21st inst. at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	EASTERN	Brit. str.	1	...	...	On 23rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TAITAN	Brit. str.	1	...	...	On 25th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YAWATA MARU	Jap. str.	1	...	...	On 12th June, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CURONIA	Rus. str.	1	...	...	About 24th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PALESTRA	Brit. str.	1	...	...	About 22nd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TSINAN	Brit. str.	1	...	...	On 23rd inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	WAKASA MARU	Jap. str.	1	...	...	On 23rd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	NIKKO MARU	Jap. str.	1	...	...	On 10th June, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TIJIN	Dut. str.	1	...	...	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	AMIRAL MAGON	Frenc. str.	1	...	...	On 4th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DEHUI	Brit. str.	1	...	...	About 14th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CHOSHUN MARU	Jap. str.	1	...	...	On 17th inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YENOSHI MARU	Jap. str.	1	...	...	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YOKOHAMA MARU	Jap. str.	1	...	...	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KWONGKANG	Brit. str.	1	...	...	On 19th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TEIKO	Am. str.	1	...	...	On 18th inst. P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PRINCE HENRI	Ger. str.	1	...	...	About 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	NAMUR	Ger. str.	1	...	...	About 22nd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DORTMUND	Ger. str.	1	...	...	On 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TOKEIN	Frenc. str.	1	...	...	On 25th inst. P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	FOCKKANG	Brit. str.	1	...	...	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SIAM	Dut. str.	1	...	...	End of May.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TILATAP	Dut. str.	1	...	...	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	JOSHIN MARU	Jap. str.	1	...	...	On 17th inst. at 9 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SOSHU MARU	Jap. str.	1	...	...	On 19th inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	HATTAN	Brit. str.	1	...	...	To-morrow, at 11 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUICHOW	Brit. str.	1	...	...	On 17th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CHINA	Brit. str.	1	...	...	On 17th inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	YENKANG	Brit. str.	1	...	...	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ZAFIRO	Brit. str.	1	...	...	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TEAN	Brit. str.	1	...	...	On 19th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	JOONGSANG	Brit. str.	1	...	...	On 22nd inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	RUBI	Brit. str.	1	...	...	On 23rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SUNGKANG	Ger. str.	1	...	...	On 18th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BOSSKO	Ger. str.	1	...	...	On 19th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUTANG	Brit. str.	1	...	...	On 18th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TIJIN	Dut. str.	1	...	...	On 30th inst. at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TIJIN	Dut. str.	1	...	...	About 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TIJIN	Dut. str.	1	...	...	About 18th inst.

**EAST ASIATIC CO., LD.**  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LD.**  
ST. PETERSBURG & VLADIVOSTOCK.  
**SWEDISH EAST ASIATIC CO., LD.**  
GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAYRE, COPENHAGEN & GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars, apply to  
HONGKONG, 6th May, 1908.  
MELCHERS & CO.,  
AGENTS.

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP CO.)

**PROJECTED SAILINGS FROM HONGKONG—**  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU, Tons 6761 Capt. F. E. Cope	WEDNESDAY, 27th May, at Daylight
VICTORIA, B.C., and SEATTLE, WASH., via MANILA, THURSDAY	KANAGAWA MARU, Tons 6169 Capt. N. Ohno	WEDNESDAY, 10th June, at Daylight
YOKKACHI, SEMIDZU and YOKOHAMA	AKI MARU, Tons 6444 Capt. M. Yagi	TUESDAY, 26th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY	IYO MARU, Tons 6320 Capt. S. Ishikawa	TUESDAY, 9th June, at 4 P.M.
ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Tons 1076 Capt. N. Mathieson	FRIDAY, 15th May, at Noon
SHANGHAI, MOJI and KOBE	YAWATA MARU, Tons 3317 Capt. K. Homma	FRIDAY, 12th June, at Noon
KOBE and YOKOHAMA	YOSHIO MARU, Tons 4087 Capt. B. Kon	FRIDAY, 15th May, at Noon
NAGASAKI, KOBE and YOKOHAMA	WAKASA MARU, Tons 6265 Capt. N. Nielsen	WEDNESDAY, 10th June, at Noon
	NIKKO MARU, Tons 5539 Capt. T. Harrison	WEDNESDAY, 10th June, at Noon

\* Calling at Keelung.  
\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

**T. KUSUMOTO,**  
MANAGER. 356  
Hongkong, 14th May, 1908.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 16th May.
SHAWMUT	9,606	E. V. Roberts	On 6th June.
TREMONT	9,606	T. W. Garlick	On 1st July.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 4th May, 1908.

## MESSAGERIES MARITIMES.

**FRENCH MAIL LINES.**  
FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FOR  
SHANGHAI, KOBE & YOKOHAMA  
MARSEILLES VIA PORTS

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—  
**P. NALIN,**  
Acting Agent,  
Queen's Building.  
Hongkong, 9th May, 1908.

## VESSELS ON THE BERTH

FOR SAN FRANCISCO.

**THE Steamship**  
"CLAN MACMILLAN"  
Will be despatched for the above Ports TO-MORROW, the 15th May, at 5 P.M.  
For freight apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 12th May, 1908. 702

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
"OCEANA."  
Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 16th May at Noon, taking passengers and cargo for the above ports in connection with the Company's service.

"INDIA," 4,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on 28th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 2nd May, 1908. 1

**JAVA-CHINA-JAPAN LINE.**  
FOR MAKASSAR, SOERABAYA, SAMARANG, CHERIBON AND BATAVIA.  
Taking cargo to all ports in Netherlands India on through Bill of Lading.

**THE Steamship**  
"TIJMAHI."  
Captain Bouman, will be despatched for the above Ports on about 18th inst.  
For information as to Freight and Passage, apply to the  
Head Agent of the  
JAVA-CHINA-JAPAN LINE,  
York Buildings, 1st Floor.  
Hongkong, 13th May, 1908. 835

**JAVA-CHINA-JAPAN LINE.**  
FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MAKASSAR.  
Taking cargo to all ports in Netherlands India on through Bill of Lading.

**THE Steamship**  
"TJILIWONG."  
Capt. van Wyk Jurransse, will be despatched for the above on or about the 18th inst.  
For information as to Freight and Passage, apply to the  
Head Agent of the  
JAVA-CHINA-JAPAN LINE,  
York Buildings, 1st Floor.  
Hongkong, 13th May, 1908. 836

**"SHIRE" LINE OF STEAMERS LIMITED.**  
FOR LONDON, HAMBURG AND ANTWERP.

**THE Steamship**  
"DENIGHSHIRE,"  
will be despatched for the above Ports on or about TUESDAY, the 19th May, 1908.  
For Freight or Passage, apply to—  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 9th May, 1908. 723

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR**  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERMAN GULF, END SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS.

**THE Company's Steamship**  
"CHINA,"  
Captain Poiris, will be despatched as above on or about MONDAY, the 25th May.  
This steamer has splendid accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.  
Princo's Buildings.  
Hongkong, 30th April, 1908. 3

**CHINA COMMERCIAL S.S. CO., LTD.**  
NOTICE.  
FOR SALINA CRUZ, MEXICO.

**THE Steamship**  
"MARIE,"  
Captain G. E. Christensen, will be despatched for the above Ports via SOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. CO., LTD.,  
Hotel Manjion.  
Hongkong, 5th May, 1908. 804

**THE RUSSIAN VOLUNTEER FLEET**  
FOR ODESSA.

**THE Steamship**  
"VORONEJ,"  
will leave on or about the end of June.  
For Freight apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 21st April, 1908. 745







